

I would like to thank co-chairs Representative Lemar and Senator Haskell; vice chairs Senator Cassano and Representative Sims; and ranking members Representative Carney and Senator Somers for the opportunity to submit written testimony in support of SB4, an act concerning the Connecticut clean air act.

I am writing in support of changes to the [Connecticut Hydrogen and Electric Automobile Rebate \(CHEAPR\)](#) program, which currently excludes electric bicycles from eligibility for rebates. I am asking for several amendments to the SB4 bill language:

- Increase the proposed cap on eligible bicycles from \$2,000 to at least \$4,000.
- Increase the amount of rebate for environmental justice (EJ) communities and low- and moderate-income (LMI) individuals increased from \$500 to at least \$2,000.
- Add two seats to the advisory committee, one for a bicycle organization representative and one for the Public Utilities Regulatory Authority (PURA) chair.
- Tie the definition of EJ communities to the census tract.

These amendments would allow rebate coverage for far more good-quality electric micro-mobility vehicles that are easily and locally accessible and fit a wider diversity of needs, including but not limited to supporting the mobility of a greater variety of bodies and abilities (eg. electric tricycles) and full or partial car replacements for individuals, families, and/or workers (eg. electric cargo bicycles). If passed with these amendments, SB4 will provide life-changing and more equitable access to our community. In turn, the return on investment will be far greater than investing in subsidies for electric cars and trucks alone.

Even as a privileged, able-bodied, white cis man, I have had my life changed by my recent purchase of an e-bike, which has drastically increased the mileage I cover and the cargo I carry throughout Greater New Haven, not to mention the sheer joy and boost to mental and physical health this e-bike provides me. Yet because of my well-above-average height, I was unable to find an e-bike that fit my body and my needs for less than \$2000. I'd ask you to imagine how transformative increased access to electric bicycles and other micro-mobility devices would be to our region, but you don't have to imagine this, as positive first-hand experiences like mine corroborate the data from our country and other countries demonstrating how important electric bicycles and other electric micro-mobility vehicles are for our world.

These types of electric micro-mobility vehicles are vital tools for reducing greenhouse gas emissions and air pollution that we must not ignore or devalue—particularly in combination with a network of hard-protected mobility lanes, secure storage options, and charging access (for most electric micro-mobility vehicles this means a typical electrical outlet rather than the specialized charging station required for electric cars and trucks)—during our ongoing climate crisis. Thankfully, electric micro-mobility vehicles are a cost-effective way to help individuals and families of all incomes travel easily and safely while helping lower our community's rates of asthma and heart disease and reducing traffic-related injuries and deaths.

I strongly urge you to support an amended version of SB4.

Sincerely,
Adam Callaghan
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